

## CONTRIBUTION

# News from IMO

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The paper presents current work of selected IMO bodies in the period preceding the publication of this issue of ToMs. The outcome of IMO bodies responsible for safety and environment protection has been covered, aiming at informing seafarers and shipping industry at large on the decisions taken, as well as on the IMO instruments and/or their amendments that have entered into force.

**KEY WORDS:**

- ~ IMO
- ~ Safety
- ~ Environment protection

**INTRODUCTION**

Since the last issue of ToMs, the Maritime Environment Protection Committee (MEPC) met at the Organization's London Headquarters for its 65th session from 13 to 17 May 2013, and the Maritime Safety Committee (MSC) held its 92nd session from 12 to 21 June 2013. Both committees made significant progress in various areas of their work. Their selected decisions and outcome of discussions have been presented in this review. Complete information is available to the public in the reports of the MEPC and MSC Committees on the Organization's IMODOCS website (<http://docs.imo.org/>).

**65TH SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 65)****Resolution on technical cooperation for energy efficiency measures adopted**

The MEPC adopted an MEPC Resolution on Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships, which, among other things, requests the Organization, through its various programmes, to provide technical assistance to Member States to enable cooperation in the transfer of energy efficient technologies to developing countries.

**Update of GHG emissions estimate gets go-ahead**

The MEPC approved the terms of reference and agreed to initiate a study for an updated greenhouse gas (GHG) emissions' estimate for international shipping. The new study will focus on

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updating key figures in the current (second) IMO GHG Study (2009), which estimated that international shipping emitted 870 million tonnes, or about 2.7%, of the global man-made emissions of carbon dioxide (CO<sub>2</sub>) in 2007.

### **Development of energy-efficiency measures for ships continued**

The MEPC continued its work on further developing technical and operational measures relating to energy-efficiency measures for ships, following the entry into force, on 1 January 2013, of the new chapter 4 of MARPOL Annex VI, which includes requirements mandating the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP), for all ships.

#### **The Committee adopted, inter alia:**

- amendments to update resolution MEPC.215(63) Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI), including the addition of ro-ro cargo ships (vehicle carrier), ro-ro cargo ships and ro-ro passenger ships, and LNG Carriers;
- the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, which are intended to assist Administrations and recognized organizations in verifying that ships, complying with the EEDI requirements set out in regulation 21.5 of MARPOL Annex VI, have sufficient installed propulsion power to maintain the manoeuvrability in adverse conditions; and
- amendments to resolution MEPC.214(63) 2012 Guidelines on survey and certification of the energy efficiency design index (EEDI), to add references to measuring sea conditions in accordance with an ITTC Recommended Procedure or ISO 15016:2002.

The MEPC also approved a number of related guidance and interpretations and continues the work on development of the EEDI framework for ship types and sizes, and propulsion systems not covered by the current EEDI requirements.

### **Draft Assembly resolution agreed and ballast water management systems approved**

The MEPC approved a draft IMO Assembly resolution on the application of regulation B-3 of the BWM Convention to ease and facilitate the smooth implementation of the Convention, for submission to the 28th session of the IMO Assembly (25 November to 4 December 2013). The draft resolution recommends that ships constructed before the entry into force of the Convention will not be required to comply with regulation D-2 until their first renewal survey following the date of entry into force of the Convention.

The MEPC also granted approvals to ballast water management systems that make use of Active Substances; approved BWM-related guidance, including Guidance concerning ballast water sampling and analysis for trial use; and adopted a revised MEPC resolution regarding information reporting on type-approved ballast water management systems.

### **Guidelines for implementation of MARPOL Annex VI regulation 13 agreed**

The MEPC adopted guidelines, as required by regulation 13.2.2 of MARPOL Annex VI, in respect of non-identical replacement engines not required to meet the Tier III limit; and a unified interpretation on the “time of the replacement or addition” of an engine for the applicable NO<sub>x</sub> Tier standard for the supplement to the IAPP Certificate.

### **MARPOL amendments to make RO Code mandatory adopted**

The MEPC adopted amendments to MARPOL Annexes I and II to make mandatory the Code for Recognized Organizations (ROs). The Code will provide a consolidated text containing criteria against which ROs (which may be authorized by flag States to carry out surveys and issue certificates on their behalf) are assessed and authorized/recognized, and give guidance for subsequent monitoring of ROs by Administrations.

### **Implementation of MARPOL Annex V – guidance agreed**

The MEPC adopted amendments to the 2012 Guidelines for the implementation of MARPOL Annex V, to add references to E-waste generated on board such as electronic cards, gadgets, equipment, computers, printer cartridges, etc.

The MEPC also approved an MEPC circular on adequate port reception facilities for cargoes declared as harmful to the marine environment (HME) under MARPOL Annex V, which agrees that, until 31 December 2015, cargo hold washwater from holds previously containing solid bulk cargoes classified as HME, may be discharged outside special areas under specific conditions.

### **92ND SESSION OF THE MARITIME SAFETY COMMITTEE (MSC 91)**

#### **Passenger drill amendments adopted**

The MSC adopted amendments to SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure, instead of “within 24 hours”, as stated in the current regulations. The amendments are expected to enter into force on 1 January 2015.

## **Interim measures for passenger ships updated in wake of Costa Concordia recommendations**

Following discussion in an MSC working group on passenger ships safety, the Committee approved revised Recommended interim measures for passenger ship companies to enhance the safety of passenger ships (to be issued as MSC.1/Circ.1446/Rev.2), to include new recommendations relating to harmonization of bridge navigational procedures across a fleet or fleets; securing of heavy objects (procedures to ensure securing of heavy objects to be incorporated into the safety management system); stowage of life-jackets (including stowage of additional life jackets near muster stations); extending the use of video for passenger emergency instruction notices; and following voyage planning guidance in the case of any deviation.

On specific matters relating to the recommendations arising from the investigation into the Costa Concordia, the MSC, among other things, endorsed the view that the role of shoreside management is critical to the proper development and function of an effective Safety Management System; and invited Member States to consider the mandatory application of evacuation analysis to non ro-ro passenger ships.

## **Adoption of other amendments**

The MSC, *inter alia*, also adopted:

- Amendments to SOLAS regulation III/19, on emergency training and drills, to mandate enclosed-space entry and rescue drills, which will require crew members with enclosed-space entry or rescue responsibilities to participate in an enclosed-space entry and rescue drill at least once every two months. Related amendments were adopted to the International Code of Safety for High-Speed Craft (HSC Code), the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code) and the Code of Safety for Dynamically Supported Craft (DSC Code) (the amendments are expected to enter into force on 1 January 2015);
- Amendments to SOLAS regulation XI-1/1 to make mandatory the Code for recognized organizations (RO Code), with an expected entry into force date of 1 January 2015. The RO Code was also adopted;
- Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol) to make the RO Code mandatory, with entry into force expected on 1 January 2015;
- Amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code), including a new requirement

for the Company to ensure that the ship is appropriately manned; and

- Amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) (amendment 02-13)), including a new nickel ore schedule, and various related guidance.

## **Concern over piracy and armed robbery off west and central Africa expressed**

The Committee expressed its clear concern over the level of piracy and armed robbery against ships off the coast of West and Central Africa and endorsed the actions of the Secretariat over the last few years to address this. It was noted that the maritime safety, security and law enforcement challenges in the region, all have broadly similar solutions, including: comprehensive legal frameworks; maritime situational awareness; maritime law enforcement capability; and inter agency cooperation on both the national and regional levels, thus the MSC welcomed the development of the new Code of Conduct concerning the prevention of piracy, armed robbery against ships and illicit maritime activity in West and Central Africa, which was adopted recently, at a Ministerial meeting in Benin.

The Secretary-General announced the establishment of a new multi-donor trust fund to support an expanded programme of capacity-building activities in west and central Africa and urged Member States, and the industry to contribute to this fund.

## **Future of Ship Safety recommendations to be considered at future session**

The MSC was preceded by the IMO Symposium on the Future of Ship Safety on 10 and 11 June, which agreed a statement recommending a review of safety measures. The MSC agreed to consider the recommendations emanating from the Symposium at a future session.

## **AMENDMENTS TO IMO INSTRUMENTS THAT HAVE ENTERED INTO FORCE ON 1 AUGUST 2013**

- MARPOL amendments on regional arrangements for port reception facilities under MARPOL Annexes I, II, IV and V (resolution MEPC.216(63)).
- MARPOL amendments on regional arrangements for port reception facilities under MARPOL Annex VI and Certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NOx Technical Code 2008 (resolution MEPC.217(63)).